State of California
Regional Water Quality Control Board
North Coast Region

Kirsten James
February 10, 2003

EXECUTIVE OFFICER'S SUMMARY REPORT
9:00 a.m., February 27, 2003
River Lodge Conference Center
1800 Riverwalk Drive
Fortuna, California

Item: 15

Subject: California Department of Transportation, South Fork Eel River Bridge Repainting, Humboldt County, Issuance of Waste Discharge Requirements, Order No. R1-2003-0004, WDID No. 1B02182RHUM

DISCUSSION

The California Department of Transportation has applied for Waste Discharge Requirements to conduct cleaning and painting operations on the South Fork Eel River Bridge (No. 04-0065) that crosses the South Fork Eel River 2.5 miles south of Phillipsville, California, at Humboldt County Post Mile 17.89 on Highway 101.

The entire steel surface of the South Fork Eel River Bridge will be primed for painting using high-pressure water jetting. Washing will remove water-soluble surface contaminants, existing coatings, rust, and oil and grease. Approximately 2% of the steel surface will be cleaned using hand tools. This will remove loose mill scale, rust, and paint. McFerrox and halo-flex primers will be used on the bridge, and two latex paint finish coats will be applied. A final rinse of the entire bridge will be completed using fresh, unreclaimed water. The existing paint system contains lead, which requires 100% containment of both the paint debris and other waste material produced from washing operations.

The discharger will use a "Safespan" containment system and a "Little Sucker" wash recovery system to provide full containment of paint, rust, dirt, and other particulate matter. "Safespan," a cable-suspended platform, provides a stable working surface. The corrugations of this working deck run transversely to the bridge and are slightly angled so that all wastewater gravity flows down the corrugations to a gutter set at one edge of the decking. The collector gutter conveys wastewater to a package recycling system. The decking completely shields the area under the project from demolition debris and other hazards. Side tarps create a full enclosure that contains dust and debris. The "Little Sucker" system consists of suction pumps that pick up the washwater from the deck gutter. The washwater then passes through various filters that will retain paint, rust, dirt, oils, road film, soaps, and other chemicals. Washwater is filtered, then routed back to the supply tank. Any dust or debris remaining in the containment system will be collected using a high-efficiency particulate air vacuum.

At the end of each workday, the containment system will be cleaned with a high-efficiency particulate air vacuum. All solids, spent filters, vacuumed residues, and debris will be removed from the work site and taken to a designated Hazardous Materials Storage Area. All waste will be placed in leak-proof containers that will be trucked by a qualified company to an approved Class I disposal facility. Temporary debris storage on the ground will not be allowed. All debris and other materials to be removed from the site will be removed before the end of each work shift.

The South Fork Eel River is listed as an impaired water body for sediment and temperature pursuant to Section 303 (d) of the Clean Water Act (CWA). A Total Maximum Daily Load (TMDL) was established in 1999 to address these loadings. The discharger proposes to provide full containment of all debris, washwater, and visible dust. Therefore, the discharge does not pose a threat to a change in temperature or an increase in sediment.

If there is any discharge to the South Fork Eel River or one of its tributaries, Monitoring and Reporting Program No. R1-2003-0004 must be employed. A Water Pollution Control Plan shall be submitted to the Regional Water Quality Control Board thirty days prior to project commencement.

PRELIMINARY STAFF
RECOMMENDATION: Adopt the tentative Order as proposed.

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